

DEFENSE DEPARTMENT WEAPONS FUNNELED TO LAW ENFORCEMENT

(Mr. JOHNSON of Georgia asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. JOHNSON of Georgia. Mr. Speaker, the Republican border bill, originally scheduled for this week, contains a provision buried on page 78 that would expand the Pentagon's 1033 program. This program transfers billions of dollars of Defense Department equipment to law enforcement agencies without any congressional oversight or community input. The bill adds a border securities activities priority to the program that will quietly funnel military-grade weapons to law enforcement for this new, fully defined priority.

It appears some of my colleagues did not learn the tragic lessons of Ferguson, Missouri, last summer as the Nation saw the devastating result of a militarized police force. If this bill is brought back up, I urge my colleagues to support my amendment in order to curb the expansion of this program.

MAKE IT IN AMERICA: INFRASTRUCTURE

The SPEAKER pro tempore (Mr. JENKINS of West Virginia). Under the Speaker's announced policy of January 6, 2015, the gentleman from California (Mr. GARAMENDI) is recognized for 60 minutes as the designee of the minority leader.

Mr. GARAMENDI. Mr. Speaker, this chart has been up, really, for the last 4 years, and I keep bringing it back because it is pretty important. This is about American jobs, about how we can rebuild the American economy, and about how we can, at the same time, provide employment opportunities—those middle class jobs that we all want to talk about—and do it in a way that actually improves our environment.

Today, I want to focus on one part of this. I have asked some of my colleagues to join us, and Congresswoman HAHN will be joining us in a few moments to talk about a piece of this.

In the Make It In America agenda, we have these items: international trade, which is critically important that we do right; tax policies of all kinds; our energy policy. Oh. By the way, in the last 5 years, the energy policy of the administration's has almost made the United States energy independent. We are actually producing 4 billion more barrels of oil a day now than we were 6 or 7 years ago, so we do have an energy policy—green energy, moving away from the greenhouse gases; a labor policy; education, the training of our workers; research, which is critically important. We may come to that later today, but I really want to focus on this one which is at the bottom because it is foundational. The foundation of the economy of the United States is the infrastructure.

Way, way back, the Founding Fathers—everybody around here wants to talk about the Founding Fathers and what the Founding Fathers would do and how they would act. I will tell you what George Washington did in his first weeks in office.

He turned to Alexander Hamilton, the Treasury Secretary, and said: Hey, Alex. Develop an economic development plan for me. How are we going to grow our economy?

Treasury Secretary Hamilton came back—he formed a committee of one, and he came back with a plan of, maybe, 30, 40 pages, and in that plan was fundamental infrastructure development.

He said the role of the Federal Government is to make sure that we have postal roads, to make sure that we have ports and canals—the infrastructure of the day.

So, for those who like to harken back to the Founding Fathers—they ought to also consider the mothers. In any case, infrastructure was fundamental. Today, I want to talk about infrastructure, and I want to do it in a way that will really, hopefully, excite this body into passing a very robust, complete surface transportation infrastructure bill.

Now, President Obama and Department of Transportation Secretary Foxx have made a proposal called “Build America.” It is a good proposal that covers all of the elements that we need—the highways, the ports, the railroads, freight. All of those things are in that bill. Unfortunately, it didn't have a hearing last year. Hopefully, it will be foundational this year as we consider in the next 3 months a surface transportation infrastructure bill for the United States because, in May, the world comes to an end as the programs of the Federal Government's for transportation expire. We need a new law going forward, so what we want to talk about today is that issue.

I am going to take just a few seconds. Every now and then, somebody sends brochures and studies to us. This one came from Duke University, the Center on Globalization, Governance & Competitiveness: “Infrastructure Investment Creates American Jobs,” and they have got this little executive summary which is really helpful to us:

Old and broken transportation infrastructure makes the United States less competitive than 15 of our major trading partners and makes American manufacturers less efficient in getting goods to market.

Representative HAHN, that is where you want to come in and talk about ports.

This is Duke University:

The underinvestment of infrastructure costs the United States over 900,000 jobs, including 97,000 American manufacturing jobs.

Maximizing American-made materials when rebuilding infrastructure has the potential to create even more jobs. Relying on American-made inputs can also mitigate safety concerns related to large-scale outsourcing.

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One of the things that really, really bothers me about my home State of California is the way in which the State of California decided to build the San Francisco-Oakland Bay Bridge. We are talking about a multibillion-dollar project, \$3.9 billion over budget, 12 years late, and the steel in that bridge came from China. How brilliant was that?

One of the principal reasons for the delay was the steel was delayed, the steel was faulty, and the welds were faulty. There were 3,000 jobs in China and zero jobs in the United States. By the way, the Chinese demanded that they be the inspectors on the job—not good at all. This kind of tells us about why making it in America is important.

There is another example. I don't like to brag about New York, since that is a long, long way from my district, but the Tappan Zee Bridge in New York was built with American steel, had a \$3.9 billion total project cost, 7,728 American workers were hired, and it was designed to last 100 years without any major structural maintenance.

I know Ms. HAHN is going to come up here and probably carry on some bragging. We have got a lot to brag about in California, but we cannot brag about what happened with the San Francisco-Oakland Bay Bridge because it was a financial disaster. It was a jobs disaster for the United States, for American workers. Even today, there are continuing reports coming out about the faulty bridge construction.

Infrastructure investment creates American jobs, and if we require that those investments be made in America, we are going to be talking about Americans going back to work. All of us talk about the middle class. Well, let's build the infrastructure, let's use American-made materials, and let's really build American jobs for the middle class.

Ms. HAHN, I believe you have something to say about ports. The fact is that you represent the two biggest ports in America, you will argue: Long Beach and the Port of Los Angeles.

Ms. HAHN. Thank you, Mr. GARAMENDI, for having the leadership, certainly, on Make It In America, but really reminding our colleagues and all Americans how important these projects are in terms of repairing our infrastructure, as well as creating good American jobs.

I am here today to join you and many of our colleagues in really pressing Congress this year to take action to improve our Nation's outdated, underfunded ports and to repair and replace crumbling roads and dangerous bridges.

I serve on the Transportation and Infrastructure Committee. I founded and cochair our congressional bipartisan PORTS Caucus, so I work closely with not only Democrats, but I am working very closely with Republicans.

I do know—and I believe this to be true—that this is one area that we can